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NRO REVIEW COMPLETED

5 JUN 1963

MEMORANDUM FOR: The Secretary of Defense
SUBJECT: Transfer of U-2 Aircraft to CIA

1. At present CIA has a total of seven U-2, J-75 equipped aircraft. A paper was presented to the Director, National Reconnaissance Office on 26 February 1963, requesting an additional two aircraft to meet anticipated requirements. Planned deployment of Agency assets and assignment of mission responsibilities are as indicated below:

a. Edwards Air Force Base, California:

A minimum of five operational U-2 aircraft available at all times. This detachment will maintain the capability to stage two aircraft to two forward operating sites simultaneously and conduct overflight operations. Present requirements approved by the Special Group and higher authority will require one detachment with two aircraft each . The deployment of these two detachments and four aircraft await only political concurrence for base rights. In addition, a standby capability is required to provide aircraft for Cuban overflights. Other requirements which may be generated in the immediate future are Indonesia and Southeast Asia. The Edwards detachment

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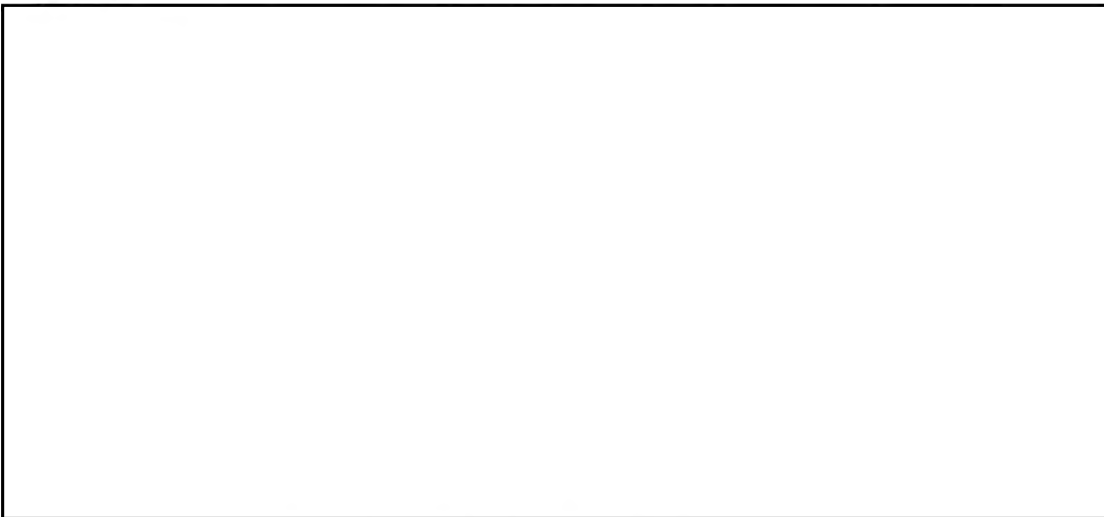
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will be provided necessary personnel including up to a maximum of [redacted] pilots and special equipment to conduct such operations. One aircraft will be used as a backup aircraft, a pilot training and qualification aircraft and as a rotational aircraft replacing those returning from operating detachments for IRAN.

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c. Lockheed Aircraft Corporation:

Two Aircraft:

One U-2 aircraft will be continuously employed as a test bed for product improvement for the foreseeable future. These tests have a high degree of applicability to SAC U-2 operations as well as those of the Agency. An example of tests in progress to date include:



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The equivalent of one aircraft will be unavailable for operations due to the IPAN program.

3. It is becoming increasingly difficult to obtain base rights from friendly foreign governments to conduct reconnaissance operations from forward bases. Typical examples of this difficulty are the current negotiations in process for base rights in the Middle East and the difficulties associated with acquiring an operating base to support coverage of China adjacent to the Sino-Indian border. For this reason, considerable effort has been given to studying the feasibility of operating U-2 aircraft from aircraft carriers. This study has reached the point where it appears feasible; however, complete information is not yet available. If, in the final analyses such operations prove feasible, two of the aircraft planned for Edwards Air Force Base will be configured for carrier operations.

4. It is mandatory that all aircraft indicated in paragraph 2. above be configured in accordance with Agency requirements to provide for immediate replacement and rotation of aircraft. The lead time required to convert an aircraft from the J-57 configuration, including all modifications, is five months. The lead time required to obtain additional J-75 engines, if ordered this date, will be a minimum of one year. An example of this limitation can be shown by the fact that the aircraft lost in the past year [redacted]

[redacted] will be replaced and operationally ready in June of this year. This reduction of operational inventory has had serious impact on the capability to react in a timely manner in support of national requirements. For example, only one aircraft has been available [redacted] to cover China, North Korea, and North Viet Nam. During periods of favorable weather a decision must be made as to priority rather than simultaneous coverage of both areas. In several instances coverage of South China and North Viet Nam was not obtained in favor of higher priority requirements in Central and North China. In addition, all coverage was lost during periods when the aircraft was out of commission for routine maintenance.

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5. Aircraft utilization for the twelve months ending 31 March 1962 was 38/30 hours per month per aircraft possessed. During this period only limited numbers were available at any one time due to an extensive modification program and operational requirements. To accomplish overflight missions on a sustained basis it is mandatory that each pilot be provided adequate flying training on a regular basis. Desired pilot hour per year, including training sorties and overflight sorties, should average twenty per month on an annual basis. Minimum acceptable standard has been established as 12/30 per month. In the past twelve months, limitations on number of aircraft possessed have resulted in an average of only 5.1 hours per month per pilot - less than half of the required minimum. Aircraft possessed per paragraph 2. above would result in an average of 16 hours per month per pilot. At the present time pilots are projected as follows:

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SIGNED

JOHN A. McCONE
Director

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Signature Recommended:

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D/FA/OSA/ (3 June 1963)

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